



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, NC 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation					
Action:	<input checked="" type="checkbox"/>	Adoption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Repeal
Statutory Authority: 136-18, 20-158, 136-54, 136-30, 20-115.1, 20-141.					
Public Hearing Not Required For This Action Under: GS 150A-1, 20-1.					
Rule Summary: No Parking, Municipal Speed Zones, Rural Speed Zones, No Right Turn on Red, Route Changes, STAA National Truck Network.					
Circumstances Requiring Rule Adoption, Repeal: Necessary for public safety and welfare.					
Effective Date: November 01, 2018					

November 01, 2018

DATE

OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

No Parking

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-18.

COUNTY CARTERET

DIVISION 2

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Description
CARTERET	1071174	SR 1493	Between 260 feet west of SR 1174 (Turner Street) and Craven Street.
CARTERET	1071176	SR 1493	Between Cedar Street and SR 1310 (Lennoxville Road)/Mulberry Street.
CARTERET	1071207	SR 1174	Between 0.111 mile south of SR 1310 and US 70 (new alignment).

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Description
CARTERET	1006331	US 70	Along both sides of Cedar Street (US70) from a point 260 feet west of Turner Street (SR1174) eastward to Craven Street, a point 417 feet east of Turner Street (SR1174), in Beaufort-total distance of 677 feet.
CARTERET	1006332	US 70	Along both sides of Liveoak Street (US70) from Cedar Street (US70) to Mulberry Street (SR1310) in Beaufort.
CARTERET	1053850	SR 1170	On SR 1170 from a point 0.3 mile west of SR 1174 to a point 0.1 mile east of SR 1174.
CARTERET	1053851	SR 1174	On SR 1174 from a point 0.4 mile south of SR 1170 to SR 1170.

Municipal Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

COUNTY CARTERET

DIVISION 2

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CARTERET MOREHEAD CITY	1071177	US 70	45	45	Between Fourth Street and 0.418 mile west of SR 1175 (Radio Island Road).
CARTERET BEAUFORT	1071183	US 70	45	45	Between 0.04 mile east of SR 1792 and 0.315 mile east SR 1792.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CARTERET BEAUFORT	1006421	SR 1170	35	35	West Beaufort Road (SR1170) from Turner Street (SR1174) to NC101.
CARTERET BEAUFORT	1006423	SR 1310	35	35	Lennoxville Road (SR1310) from US70 to SR1311. (Corporate limits extended)
CARTERET MOREHEAD CITY	1006435	US 70	45	45	US70 from 2nd Street to the eastern corporate limit, approximately 0.17 mile east of 1st Street.

Rural Speed Zones

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-141.

COUNTY CARTERET

DIVISION 2

DECLARE THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CARTERET	1071179	SR 1459	25	25	Between 0.36 mile west of SR 1493 and SR 1493.
CARTERET	1071181	SR 1493	45	45	Between 0.05 mile south of SR 1459 (Pearl Drive) and 0.2 mile north of SR 1459 (Pearl Drive)
CARTERET	1071182	US 70	45	45	Between 0.418 mile west of SR 1175 (Radio Island Drive) and 0.04 mile east of SR 1792.
CARTERET	1071186	US 70	45	45	Between 0.324 mile west of SR 1493 and SR 1429 (Olga Road).
CARTERET	1071188	SR 1304	35	35	Between 0.14 mile east of SR 1493 and 0.834 mile east of SR 1493.

RESCIND THE FOLLOWING

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CARTERET	1006535	US 70	35	35	From a point 0.33 mile east of SR1208 westward for 0.20 mile.
CARTERET	1006536	US 70	45	45	From a point 0.13 mile east of SR1208 to a point 0.80 mile west of SR1175.
CARTERET	1006751	US 70	45	45	From the Beaufort City Limits, a point 0.05 mile south of SR 1459 northward to apoint 0.20 mile north of SR 1459.

County / Municipality	Ordinance Number	Route	Car Spd Lmt	Trk Spd Lmt	Description
CARTERET	1006775	SR 1304	35	35	From the eastern corporate limits of Beaufort, a point 0.14 mile east of US 70, eastward to state maintenance
CARTERET	1058354	SR 1459	25	25	From 0.36 mile west of US 70 to US 70.

No Right Turn on Red

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-158.

COUNTY CARTERET

DIVISION 2

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Intersecting Route	Description
CARTERET	1006787	US 70		US 70 (Live Oak) SR 1310 (Lennoxville Rd/Mulberry Street) SB on US 70 (West) from 7:30 AM-8:30 AM and from 2:30 PM- 3:30 PM WB on SR 1310 from 7:30 AM-8:30 AM and from 2:30 PM-3:30 PM

Route Changes

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

COUNTY CARTERET DIVISION 2

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
CARTERET	1071190	US 70	Delete existing US 70 and replace with SR 1793 between SR 1208 (Pivers Island Road) and 0.169 mile east of SR 1208 (Pivers Island Road). Project R-3307.
CARTERET	1071191	SR 1793	Add SR 1793 to replace existing US 70 between SR 1208 (Pivers Island Road) and 0.169 mile east of SR 1208 (Pivers Island Road). Project (R-3307).
CARTERET	1071192	US 70	Delete existing US 70 from the State Highway System between 0.169 mile east of SR 1208 (Piver Island Road) and 0.378 mile west of SR 1208 (Piver Island Road). Project R-3307.
CARTERET	1071193	US 70	Delete existing US 70 and replace with SR 1493 between 0.378 mile east of SR 1208 (Piver Island Road) and 0.028 mile east of SR 1472 (Piver Road). Project R-3307.
CARTERET	1071195	SR 1493	Add SR 1493 to replace existing US 70 between 0.272 mile west of SR 1174 (Turner Street) and 0.013 mile south of SR 1494. Project R-3307.
CARTERET	1071196	SR 1493	Add SR 1493 along new alignment between 0.049 mile south of US 70 (new alignment) and US 70 (new alignment). Project R-3307.
CARTERET	1071197	US 70	Delete existing US 70 and replace with SR 1494 between .028 mile northeast of SR 1472 (Piver Road) and SR 1301 (Shell Landing Road). Project R-3307.
CARTERET	1071199	SR 1494	Add SR 1494 to replace existing US 70 between SR

County	Ordinance Number	Route	Long Description
			1493 and SR 1301 (Shell Landing Road). Project R-3307.
CARTERET	1071200	US 70	Delete existing US 70 (remove pavement) between SR 1301 (Shell Landing Road) and 0.066 mile north of SR 1301 (Shell Landing Road). Project R-3307.
CARTERET	1071203	US 70	Delete existing US 70 (remove pavement) between 0.168 mile west of SR 1208 (Pivers Island Road) and SR 1208 (Pivers Island Road). Project R-3307.
CARTERET	1071269	US 70	Add US 70 along new alignment between 0.382 mile east of SR 1175 (Radio Island Road) and 0.176 mile west of SR 1429 (Olga Road). Project R-3307.

STAA National Truck Network

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S 143B-350 (g) (see 19ANCAC 4A.0004).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, and to set, change, or extend route numbers on the Primary Highway System of North Carolina pursuant to authority of N.C.G.S 143B-350(g) (see 19ANCAC 4A.0004).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 20-115.1.

COUNTY CARTERET DIVISION 2

DECLARE THE FOLLOWING

County	Ordinance Number	Route	Long Description
CARTERET	1071213	US 70	National Network between the Craven County Line and NC 101.

RESCIND THE FOLLOWING

County	Ordinance Number	Route	Long Description
CARTERET	1059127	US 70	National Network between SR 1310 and the Craven County line.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (136-18, 20-158, 136-54, 136-30, 20-115.1, 20-141).

All the actions to the Highway Traffic Ordinances herein adopted are effective November 01, 2018 and are identified as follows:

ORDINANCE TYPE	ADOPT	REPEAL
No Parking	3	4
Municipal Speed Zones	2	3
Rural Speed Zones	5	5
No Right Turn on Red	0	1
Route Changes	11	0
STAA National Truck Network	1	1
Total	22	14

For ordinances requiring signing, the Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer and these ordinances shall be in full force and effect from and after the erection of such signs.

November 01, 2018

DATE



OFFICER SIGNATURE

James. K. Lacy, P.E.

TYPED NAME

State Traffic Engineer

TITLE

**Certification of Municipal Declaration
To Enact Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1071183

Division: 2 County: CARTERET

Municipality: BEAUFORT

Type: Municipal Speed Zones

Road: US 70

Car: 45 MPH

Truck: 45 MPH

Description: Between 0.04 mile east of SR 1792 and 0.315 mile east SR 1792.

Municipal Certification

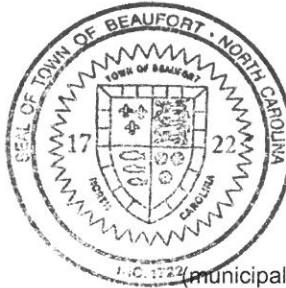
I, Jennifer Allen, Clerk of Town of Beaufort, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 9th day of January, 2017, the speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance Number: _____

In witness whereof, I have hereunto set my hand and the municipal seal this 9th day of January, 2017.

[Signature]
(signature)



(municipal seal)

Department of Transportation Approval

Division: [Signature]

Title: Div. Traffic Eng.

Date: 4/24/17

Region: P. H. Daugherty III

Title: ERFOE

Date: 4/25/17

**Certification of Municipal Declaration
To Enact Speed Limits and Request for Concurrence**

Concurring State Ordinance Number: 1071177

Division: 2 County: CARTERET

Municipality: MOREHEAD CITY

Type: Municipal Speed Zones

Road: US 70

Car: 45 MPH

Truck: 45 MPH

Description: Between Fourth Street and 0.418 mile west of SR 1175 (Radio Island Road).

Municipal Certification

I, Jeanne M. Giblin, Clerk of Morehead City, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 10th day of January, 2017, the speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance Number: 2017-01

In witness whereof, I have hereunto set my
hand and the municipal seal this 10th day
of January, 2017.

Jeanne M. Giblin
(signature)



Department of Transportation Approval

Division: Steve H. H. Title: Div. Traffic Engr. Date: 4/24/17
Region: P. H. Doughty III Title: ERFOE Date: 4/25/17

TOWN OF MOREHEAD CITY -- ORDINANCE 2017-02
Certification of Municipal Declaration
To Repeal Speed Limits and Request for Concurrence

Concurring State Ordinance Number: 1006435

Division: 2 County: CARTERET

Municipality: MOREHEAD CITY

Type: Municipal Speed Zones

Road: US 70

Car: 45 MPH

Truck: 45 MPH

Description: US70 from 2nd Street to the eastern corporate limit, approximately 0.17 mile east of 1st Street.

Municipal Certification

I, Jeanne M. Giblin, Clerk of Morehead City, do hereby certify that the municipal governing body, pursuant to the authority granted by G.S. 20-141(f), determined upon the basis of an engineering and traffic investigation and duly declared, on the 10th day of January, 2017, the repeal of speed limits as set forth above on the designated portion of the State Highway System, which shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.

The said municipal declaration is recorded as follows:

Minute Book: _____ Page: _____ Ordinance Number: 2017-02

In witness whereof, I have hereunto set my
hand and the municipal seal this 10th day
of January, 20 17.

Jeanne M. Giblin
(signature)



(municipal seal)

Department of Transportation Approval

Division: [Signature] Title: D.V. Trotter Eng'r Date: 4/24/17
Region: P.H. Daugherty III Title: ERFOE Date: 4/25/17

Avery, Lisa N

From: Daughtry, Haywood
Sent: Wednesday, November 30, 2016 10:45 AM
To: Avery, Lisa N
Cc: Jaeger, Jeff
Subject: R-3307 Route Change - US 70 Ordinances - Carteret County

Lisa,

Ordinances 1006421 and 1006423 are municipal 35 MPH ordinances recommended for repeal by Travis Braswell as part of the R-3307 route change. No municipal certificates will be necessary for their repeal.

Thanks,

P. Haywood Daughtry III, PE, CPM
Eastern Regional Field Operations Engineer
Traffic Safety Unit, Mobility and Safety Division
North Carolina Department of Transportation

252 237 6164 office
919 631 7046 mobile
hdaughtry@ncdot.gov

490 Southwest Ward Boulevard
PO Box 3165
Wilson, NC 27895



 Nothing Compares 

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

North Carolina Department of Transportation
Transportation Mobility and Safety Division

Route Change Request Form

This form shall be completed for all route number change requests affecting Interstates and Primary (US and NC) routes and submitted to the Staff Engineer of the Transportation Mobility and Safety Division (TMSD). A map (or maps) shall also be attached indicating the affected counties and routes.

Route Number/s: US 70

County/s: Carteret

Division/s: 2 TIP Project/s: R-3307

General description of request (starting/ending points, etc.):

On new location along TIP Project R-3307 between existing US 70 west of SR 1208 and existing US 70 south of SR 1449. The Town of Beaufort has inquired about possibly removing existing US 70 from the state system within town limits, but has not submitted a formal request as yet.

Reason/Justification for this route change:

R-3307 is constructing a bypass of much of Beaufort. The project is expected to be completed in the Fall of 2016.

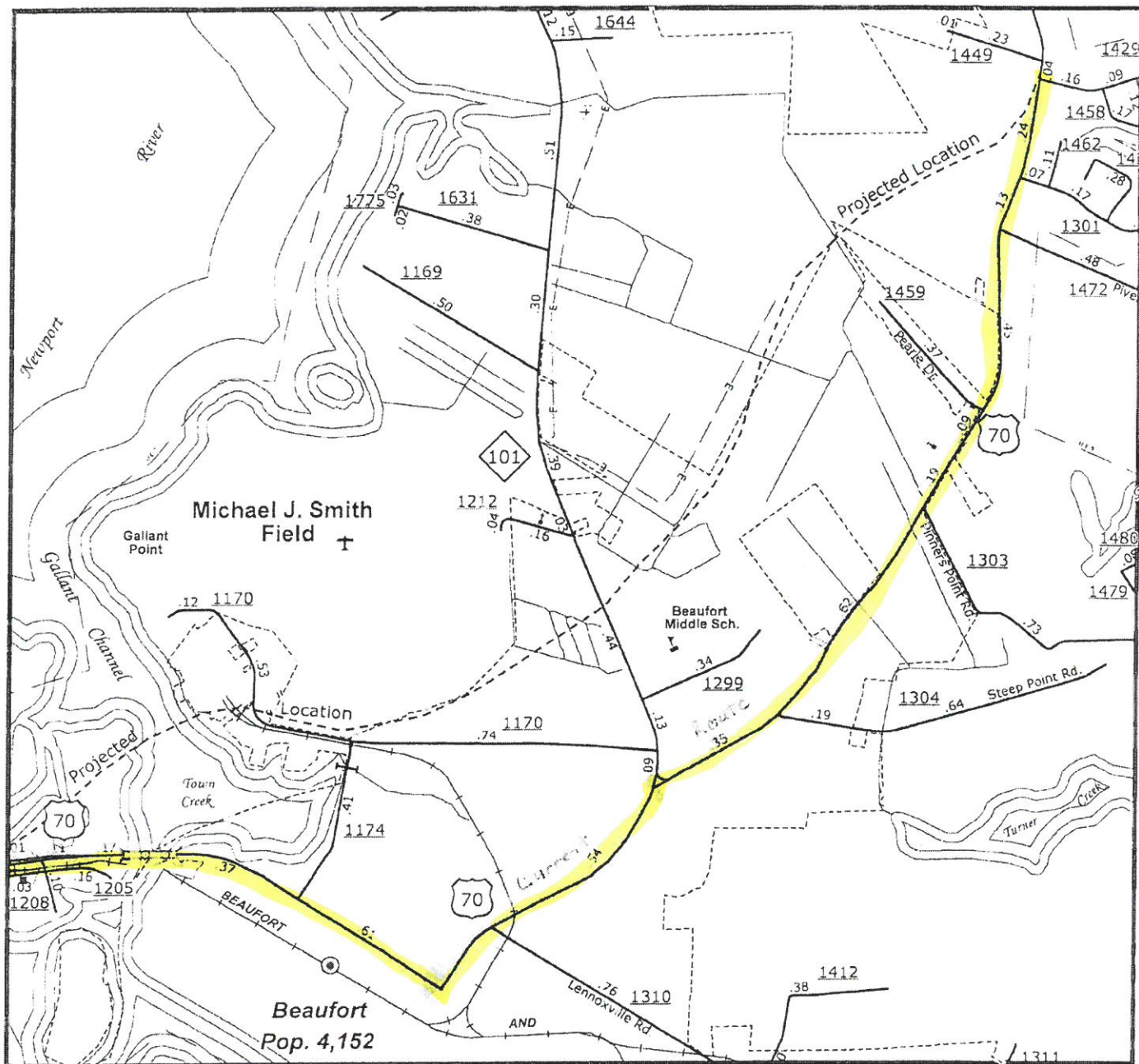
Requestor Name: P. H. Daughtry III Date: 10/14/2015

Requestor Signature: P. H. Daughtry III

State Traffic Engineer (initial approval): [Signature] Date: 11/5/15

Attachments: Map/s

cc: Ordinance Program Coordinator





American Association of State Highway and Transportation Officials

An Application from the State Highway or Transportation Department of North Carolina for:

- ☐ Elimination of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. (**Interstate**) Route
- ☐ Extension of a U.S. (**Interstate**) Route
- ☒ Relocation of a U.S. (**Interstate**) Route
- ☐ Establishment of a U.S. Alternate Route
- ☐ Establishment of a Temporary U.S. Route
- ☐ **Recognition of a Business Route on U.S. (**Interstate**) Route
- ☐ **Recognition of a By-Pass Route on U.S. Route

US 70

**AASHTO Use
Only**
Action taken by SCOH:

Between Existing US 70 and Existing US 70
(west of Beaufort) (north of Beaufort)

The following states or states are involved:
North Carolina

- *****Recognition of...** A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: April 18, 2016

SUBMIT APPLICATION ELECTRONICALLY TO usroutes@ashto.org

- *Bike Routes: this form is not applicable for US Bicycle Route System

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

Explanation and Reasons for the Request: (Keep concise and pertinent.)

This application is to relocate US 70 along a new facility / alignment. This route will function as the through movement for all traffic. An existing bridge on the current alignment providing a connection to the Town of Beaufort is being removed, thereby removing a continuous alignment and resulting in the existing alignment reclassified as two state routes. The new alignment is proposed to be a multi-lane divided arterial with partial control of access.

Date facility available to traffic August 1, 2016

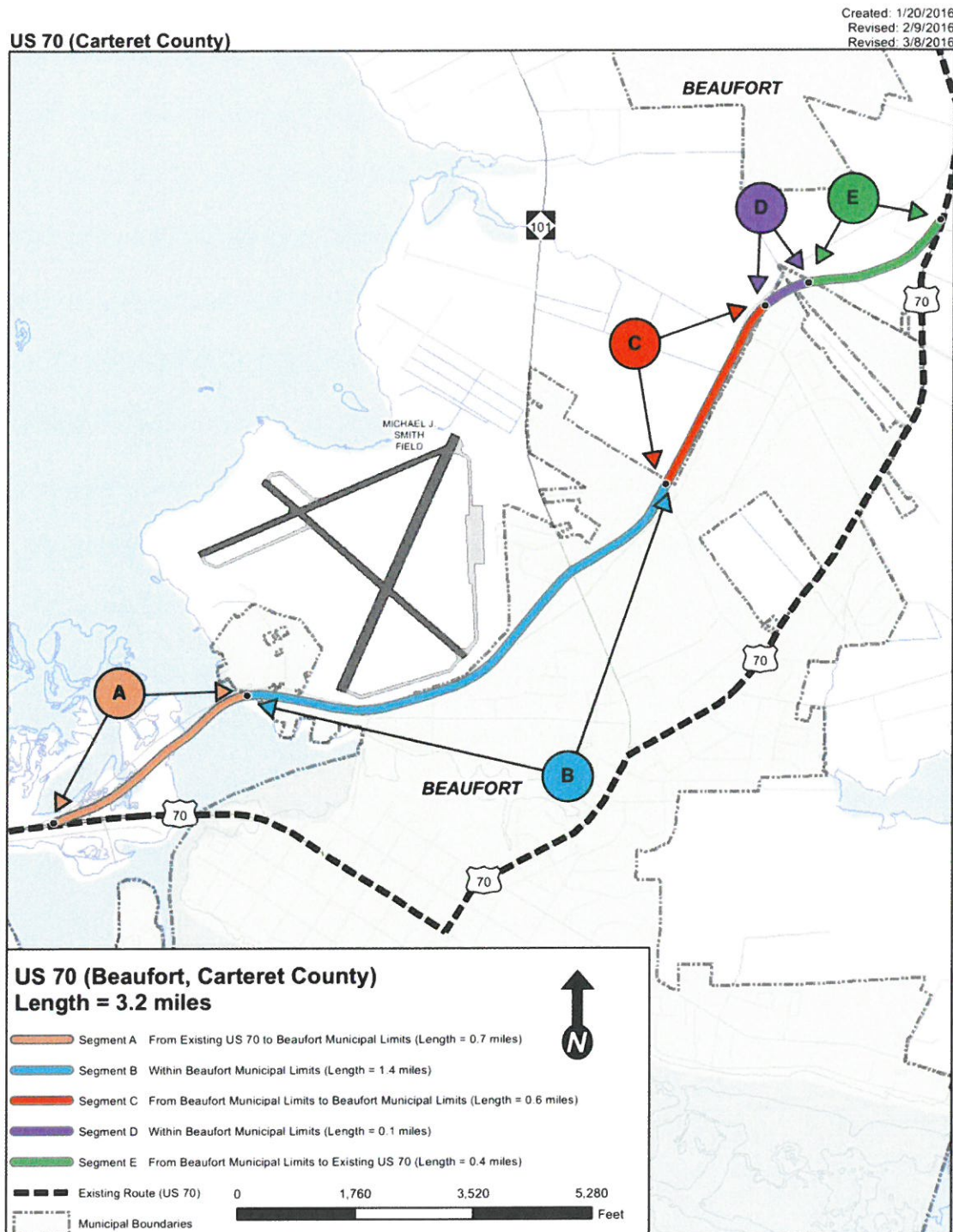
Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? _____

Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:

Send your PDF color map to usroutes@aaashto.org or mvitale@aaashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 29,400 as compared to 11,700 for the year 2014 for the remaining portions of U.S. Numbered Routes in the State.

The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.


(Signature)

Chief Executive Officer

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A letter from your Chief Executive Officer with the CEO's signature is sufficient when submitting your application, if you choose not to include the signature on this form.

Instructions for Preparation of Page 6

Column 1: Control Points and Mileage. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: Pavement Type.	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

Column 3: Pavement Condition	Code
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: Traffic. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

Columns 5 & 6 Pavement Width and Shoulder Width. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

Columns 7 & 8 Major Structures. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

Column 9: Vertical Sight Distance. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

Column 10: Horizontal Curvature. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11 Percent Grades. Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

What follows is an Excel worksheet that you can open by right clicking your mouse and select "Worksheet Object" – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..

Mileage	1	2	3	4	Comparison to Applicable AASHTO Design Standards							10	11
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures		Vertical Sight Distance Deficiency	Show When In Excess of Standard		Horizontal Curvature	Percent Grade
							Roadway Width Deficiency	H - Loading Deficiency					
					Percent	Percent	Percent	Percent	Percent				
					10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	Degree	Length		
0	A	H	E	29,400	None	None	None	None	None	None	None	None	None
													6% 0.25 mi
										6			-6% 0.29 mi
1	B									None	None	None	None
2	C												
	D												
3	E												
4													
5													
6													

Contact Information:

Renee B. Roach, P.E.

rroach@ncdot.gov

919-662-3078 (phone)

919-771-2745 (fax)

The following description will be provided to the AASHTO Highways Special Committee on U.S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

Begin your description here:

The route begins at existing US 70 west of Beaufort.

The route is going generally north and east, with connectivity through the Town of Beaufort.

The route is travelling along a multi-lane partial access controlled facility generally along new alignment.

The route is generally travelling north and east, around the north side of Beaufort.

The focal point is the Town of Beaufort.

This route will cover approximately 3.2 miles.

The route ends northeast of Beaufort, at existing US 70.

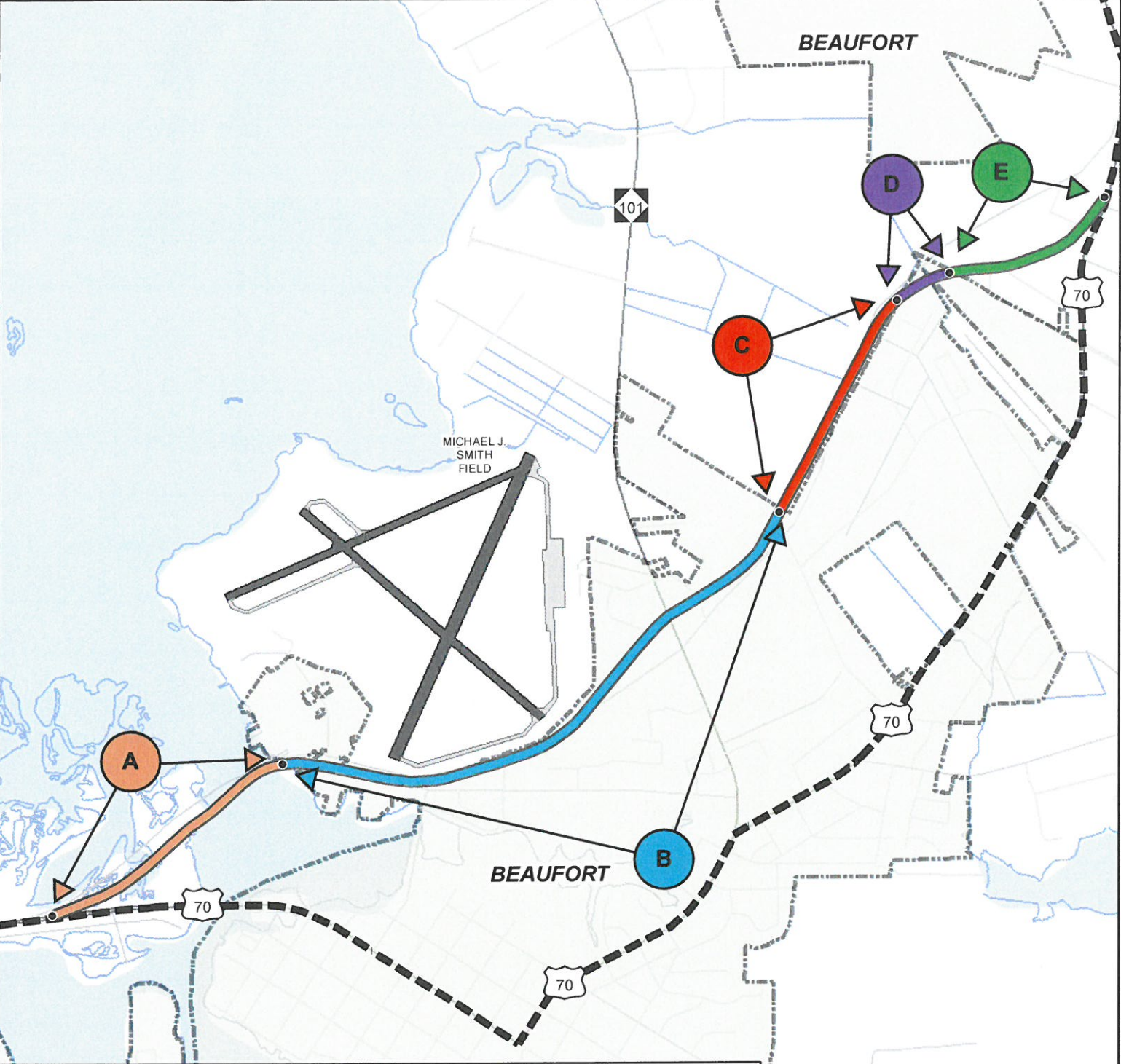
Revised Log for the U.S. Route Numbering Database:

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
70	North Carolina	Regular	Tennessee State Line	0	0	NONE
70	North Carolina	Regular	W. Marshall	21	21	U.S. 70 Bus. begins and leaves; U.S. 25 Bus. ends & rejoins
70	North Carolina	Business	W. Marshall	0	0	Route begins, leaves U.S. 70 and U.S. 25; U.S. 25 Bus. begins
70	North Carolina	Business	E. Marshall	5	5	Route ends, rejoins U.S. 25 and U.S. 70; U.S. 25 Bus. ends
70	North Carolina	Regular	E. Marshall	5	26	U.S. 70 Bus. ends and rejoins; U.S. 25 Bus. ends
70	North Carolina	Regular	Jct. Weaverville	7	33	Joins U.S. 19 and U.S. 23
70	North Carolina	Regular	Jct. N. Woodfin	4	37	US 25 Leaves; Joins U.S. 19 Bus., U.S. 23 Bus.
70	North Carolina	Regular	Asheville	4	41	Joins I-240 & US 74; U.S. 19, U.S. 23 leave
70	North Carolina	Regular	Asheville	1	42	Crosses U.S. 25
70	North Carolina	Regular	Asheville	1	43	Leaves I-240
70	North Carolina	Regular	Asheville	1	44	Crosses I-240; U.S. 74 leaves
70	North Carolina	Regular	Black Mountain	13	57	Joins I-40
70	North Carolina	Regular	Old Fort	7	64	Leaves I-40
70	North Carolina	Regular	Jct. N. Marion	12	76	Joins U.S. 221
70	North Carolina	Regular	Marion	2	78	Leaves U.S. 221
70	North Carolina	Regular	Morganton	19	97	Joins US 64; U.S. 70 Bus. begins and leaves
70	North Carolina	Regular	Morganton	1	98	U.S. 64 Bus. joins & ends; leaves U.S. 64
70	North Carolina	Business	Morganton	0	0	Route begins, leaves U.S. 70
70	North Carolina	Business	Morganton	1	1	Joins U.S. 64 Bus.
70	North Carolina	Business	Morganton	1	2	U.S. 64 Bus. ends & leaves
70	North Carolina	Business	Morganton	2	4	Route ends, rejoins U.S. 70
70	North Carolina	Regular	Morganton	3	101	U.S. 70 Bus. rejoins and ends
70	North Carolina	Regular	Hickory	18	119	Joins U.S. 321 Bus.; US 321 joins & ends
70	North Carolina	Regular	S. Hickory	2	121	Crosses I-40
70	North Carolina	Regular	Conover	6	127	Leaves U.S. 321 Bus.
70	North Carolina	Regular	Statesville	20	147	Crosses U.S. 64
70	North Carolina	Regular	Statesville	2	149	Crosses U.S. 21
70	North Carolina	Regular	Statesville	1	150	Crosses I-77
70	North Carolina	Regular	Salisbury	21	171	Joins U.S. 601
70	North Carolina	Regular	Salisbury	3	174	Joins U.S. 29, leaves U.S. 601
70	North Carolina	Regular	Jct. N.E. Spencer	9	183	Joins I-85, U.S. 52
70	North Carolina	Regular	Jct. S.W. Lexington	4	187	Leaves I-85, I-85 Bus. Begins and joins
70	North Carolina	Regular	Jct. S.W. Lexington	4	191	Leaves U.S. 52
70	North Carolina	Regular	Lexington	2	193	Joins U.S. 64
70	North Carolina	Regular	Jct. N. Lexington	2	195	Leaves U.S. 64

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
70	North Carolina	Regular	High Point	17	212	Crosses I-74, U.S. 311
70	North Carolina	Regular	Greensboro	6	218	Joins I-85; I-85 Bus. joins and ends
70	North Carolina	Regular	Greensboro	2	220	Crosses I-73 and U.S. 421, Leaves I-85
70	North Carolina	Regular	Greensboro	2	222	Crosses U.S. 220
70	North Carolina	Regular	Greensboro	2	224	Joins I-40 and U.S. 220
70	North Carolina	Regular	Greensboro	2	226	Leaves I-40 and I-85 Business
70	North Carolina	Regular	Greensboro	3	229	Leaves U.S. 29, U.S. 220
70	North Carolina	Regular	E. Greensboro	4	233	Crosses I-840
70	North Carolina	Regular	W. Hillsborough	33	266	I-85 Connector begins and leaves
70	North Carolina	Regular	Hillsborough	2	268	U.S. 70 Bus. begins and leaves
70	North Carolina	Business	W. Hillsborough	0	0	Route begins, leaves U.S. 70
70	North Carolina	Business	E. Hillsborough	5	5	Route ends, rejoins U.S. 70
70	North Carolina	Regular	E. Hillsborough	4	272	U.S. 70 Bus. rejoins and ends
70	North Carolina	Regular	E. Hillsborough	2	274	Joins I-85, U.S. 70 Bus. begins and leaves
70	North Carolina	Business	N. Durham	0	0	Route Begins, leaves US 70
70	North Carolina	Business	Durham	4	4	Crosses U.S. 15, U.S. 501
70	North Carolina	Business	Durham	4	8	Crosses U.S. 15 Bus., U.S. 501 Bus.
70	North Carolina	Business	Durham	2	10	Route ends, rejoins U.S. 70
70	North Carolina	Regular	Durham	4	278	Joins U.S. 501 and U.S. 15
70	North Carolina	Regular	Durham	2	280	Leaves U.S. 501
70	North Carolina	Regular	Durham	1	281	Crosses U.S. 501 Bus.; U.S. 15 Bus. begins & leaves
70	North Carolina	Regular	Durham	1	282	Leaves U.S. 15, I-85
70	North Carolina	Regular	Durham	2	284	U.S. 70 Bus. rejoins U.S. 70 and ends
70	North Carolina	Regular	N. Raleigh	7	291	Crosses I-540
70	North Carolina	Regular	N. Raleigh	8	299	Crosses I-440, U.S. 1
70	North Carolina	Regular	E. Raleigh	4	303	Joins U.S. 401
70	North Carolina	Regular	E. Raleigh	3	306	Crosses I-40, U.S. 64
70	North Carolina	Regular	S. Raleigh	2	308	Leaves U.S. 401
70	North Carolina	Regular	Garner	5	313	Joins I-40; U.S. 70 Bus. begins and leaves
70	North Carolina	Business	Garner	0	0	Route Begins, leaves US 70
70	North Carolina	Business	E. Clayton	12	12	Crosses U.S. 70
70	North Carolina	Business	Smithfield	8	20	Crosses U.S. 301
70	North Carolina	Business	Smithfield	1	21	Crosses I-95
70	North Carolina	Business	E. Smithfield	3	24	Route ends, Rejoins U.S. 70
70	North Carolina	Regular	W. Clayton	4	317	I-40 leaves
70	North Carolina	Regular	E. Clayton	9	326	Crosses U.S. 70 Bus.
70	North Carolina	Regular	Smithfield	8	334	U.S. 70 Bypass begins and leaves
70	North Carolina	Bypass	Smithfield	0	0	Route begins, leaves U.S. 70
70	North Carolina	Bypass	Smithfield	1	1	Crosses U.S. 301
70	North Carolina	Bypass	Smithfield	1	2	Crosses I-95

US Route Number	State	Type	Intersection	Point to Point	Accumulated	Remarks
70	North Carolina	Bypass	Smithfield	1	3	Route ends, Rejoins U.S. 70
70	North Carolina	Regular	Smithfield	1	335	Crosses U.S. 301
70	North Carolina	Regular	E. Smithfield	1	336	Crosses I-95
70	North Carolina	Regular	E. Smithfield	0	336	U.S. 70 Alt. begins and leaves
70	North Carolina	Alternate	E. Smithfield	0	0	Route begins, leaves U.S. 70
70	North Carolina	Alternate	W. Princeton	7	7	Route ends, rejoins U.S. 70
70	North Carolina	Regular	E. Smithfield	1	337	U.S. 70 Bypass rejoins U.S. 70 and ends
70	North Carolina	Regular	W. Princeton	7	344	U.S. 70 Alt. rejoins U.S. 70 and ends
70	North Carolina	Regular	W. Goldsboro	7	351	U.S. 70 Bypass begins and leaves U.S. 70
70	North Carolina	Bypass	W. Goldsboro	0	0	Route begins, leaves U.S. 70
70	North Carolina	Bypass	N. Goldsboro	5	5	Crosses, I-795
70	North Carolina	Bypass	N. Goldsboro	1	6	Crosses U.S. 117
70	North Carolina	Bypass	N. Goldsboro	5	11	Crosses U.S. 13
70	North Carolina	Bypass	E. Goldsboro	9	20	Route ends, rejoins U.S. 70
70	North Carolina	Regular	W. Goldsboro	4	355	Crosses I-795
70	North Carolina	Regular	Goldsboro	0	355	Joins U.S. 13, U.S. 117; U.S. 70 Bus. Begins and leaves
70	North Carolina	Business	W. Goldsboro	0	0	Route begins, leaves U.S. 70, U.S. 13, and U.S. 117
70	North Carolina	Business	Goldsboro	1	1	Joins U.S. 117 Bus.
70	North Carolina	Business	Goldsboro	0	1	Leaves U.S. 117 Bus.
70	North Carolina	Business	E. Goldsboro	4	5	Route ends, rejoins U.S. 70
70	North Carolina	Regular	Goldsboro	1	356	Leaves U.S. 117
70	North Carolina	Regular	Goldsboro	0	356	Crosses U.S. 117 Bus.
70	North Carolina	Regular	Jct. E. Goldsboro	3	359	Leaves U.S. 13
70	North Carolina	Regular	E. Goldsboro	2	361	U.S. 70 Bus. rejoins and ends
70	North Carolina	Regular	Jct. W. Kinston	7	368	U.S. 70 Bypass rejoins and ends
70	North Carolina	Regular	Jct. W. Kinston	11	379	Joins U.S. 258
70	North Carolina	Regular	W. Kinston	1	380	U.S. 70 Bus. And U.S. 258 Bus. Begin and leave
70	North Carolina	Business	W. Kinston	0	0	Route begins, leaves U.S. 70, U.S. 258
70	North Carolina	Business	S. Kinston	5	5	Route ends, rejoins U.S. 70, U.S. 258
70	North Carolina	Regular	S. Kinston	3	383	Leaves U.S. 258; U.S. 70 Bus. And U.S. 258 Bus. rejoin and end
70	North Carolina	Regular	New Bern	27	410	Joins U.S. 17
70	North Carolina	Regular	Jct. E. New Bern	4	414	U.S. 17 Bus. begins and leaves
70	North Carolina	Regular	Jct. E. New Bern	3	417	U.S. 17 leaves
70	North Carolina	Regular	Atlantic	68	485	Route ends

US 70 (Carteret County)



US 70 (Beaufort, Carteret County)
Length = 3.2 miles

Segment A From Existing US 70 to Beaufort Municipal Limits (Length = 0.7 miles)

Segment B Within Beaufort Municipal Limits (Length = 1.4 miles)

Segment C From Beaufort Municipal Limits to Beaufort Municipal Limits (Length = 0.6 miles)

Segment D Within Beaufort Municipal Limits (Length = 0.1 miles)

Segment E From Beaufort Municipal Limits to Existing US 70 (Length = 0.4 miles)

Existing Route (US 70)

Municipal Boundaries

0 1,760 3,520 5,280 Feet

Segment Worksheet for Route Change Requests

This form shall be completed for each segment in each county associated with the route change requests and attached to the route change request form (use additional sheets as necessary for route changes having more than five (5) segments).

Route change (i.e. US 17 in Craven/Jones counties): US 70 in Carteret County

Date: 2/23/2016

Location		A	B	C	D	E
1.	Segment number (1, 2, 3, etc. - must match map):					
2.	Is the segment currently open to traffic (<u>Yes</u> or <u>No</u>)?	N	N	N	N	N
3.	If not currently open to traffic, what is the expected completion date?	8/2016	8/2016	8/2016	8/2016	8/2016
4.	Current number of through lanes:	N/A	N/A	N/A	N/A	N/A
5.	Proposed number of through lanes:	4	4	4	4	4
6.	Current median type (<u>Divided</u> or <u>Undivided</u>):	N/A	N/A	N/A	N/A	N/A
7.	Proposed median type (<u>Divided</u> or <u>Undivided</u>):	D	D	D	D	D
8.	Currently has a two-way left turn lane (<u>Yes</u> or <u>No</u>)?	N/A	N/A	N/A	N/A	N/A
9.	Proposed to have a two-way left turn lane (<u>Yes</u> or <u>No</u>)?	N	N	N	N	N
10.	Current access control (<u>Full</u> , <u>Limited</u> , <u>Partial</u> , <u>None</u>):	N/A	N/A	N/A	N/A	N/A
11.	Proposed access control (<u>Full</u> , <u>Limited</u> , <u>Partial</u> , <u>None</u>):	P	P	P	P	P
12.	Proposed route number (or state "New SR"):	US 70	US 70	US 70	US 70	US 70
13.	Existing high order route number (or N/A if new alignment):	N/A	N/A	N/A	N/A	N/A
14.	Beginning milepost from TEAAS features report for existing high order route (N/A if new alignment):	N/A	N/A	N/A	N/A	N/A
15.	Ending milepost from TEAAS features report for existing high order route (N/A if new alignment):	N/A	N/A	N/A	N/A	N/A
16.	Current AADI (or N/A if new alignment):	N/A	N/A	N/A	N/A	N/A
17.	Future/expected AADI:	29,400	29,400	29,400	29,400	29,400
18.	Are there any at-grade railroad crossings affected by this proposed route change (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the crossing numbers in item 49.	N	N	N	N	N
19.	Are there any bridges affected by this proposed route change (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the bridge numbers in item 49.	Y	Y	N	N	N
20.	Are there any traffic signals (proposed/new or existing) affected by this proposed route change (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the signal inventory numbers in item 49.	Y	Y	N	N	N

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): US 70 in Carteret County

Date: 2/23/2016

Networks		Trucks		ASHTO Standards	
21.	Current facility (functional class) type (<u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u> , <u>New alignment</u>):	N	N	N	N
22.	Proposed facility (functional class) type (<u>Freeway</u> , <u>Arterial</u> , <u>Collector</u> , <u>Local</u>):	A	A	A	A
23.	Current Strategic Highway Corridor type (<u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u>):	N/A	N/A	N/A	N/A
24.	Proposed Strategic Highway Corridor type (<u>Freeway</u> , <u>Expressway</u> , <u>Boulevard</u> , <u>Thoroughfare</u> , or <u>N/A</u>):	N/A	N/A	N/A	N/A
25.	Current National Highway System route type (see note for codes):	N/A	N/A	N/A	N/A
26.	Proposed National Highway System route type (see note for codes):	IC	IC	IC	IC
27.	Is the proposed route a <u>High Priority Corridor</u> (<u>Yes</u> or <u>No</u>)?	N	N	N	N
28.	Is the existing route a transit route (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N/A	N/A	N/A	N/A
29.	Does the existing route carry a <u>US</u> or <u>NC</u> <u>bicycle route</u> (indicate <u>route number/s</u> or <u>N/A</u>)?	N/A	N/A	N/A	N/A
30.	Is the existing route a <u>light traffic road</u> (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N/A	N/A	N/A	N/A
31.	Is the existing route a <u>STAA</u> red line (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	Y	N	N	N
32.	Does the existing route currently allow <u>STAA</u> reasonable access (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list all application numbers in item 49.	N/A	N/A	N/A	N/A
33.	Does the existing route have any ordinance truck restrictions (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)? If "yes" then list the ordinance number/s in item 49.	N	N	N	N
34.	Can the proposed route accommodate 53' semitrailers (<u>Yes</u> , <u>No</u> , or <u>N/A</u> if a proposed primary)?	N/A	N/A	N/A	N/A
35.	Can the proposed route accommodate twin trailers (<u>Yes</u> or <u>No</u>)?	Y	Y	Y	Y
36.	Pavement type (<u>Heavy Duty</u> , <u>Intermediate</u> , <u>Low Duty</u> , <u>Not Paved</u>):	H	H	H	H
37.	Pavement condition (<u>Excellent</u> , <u>Good</u> , <u>Fair</u> , <u>Poor</u>):	E	E	E	E
38.	Are there any pavement width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
39.	Are there any shoulder width deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
40.	Are there any roadway width deficiencies on/under structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
41.	Are there any H-loading (weight) deficiencies on structures (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	N	N	N	N
42.	Are there any vertical sight distance deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	Y	Y	N	N
43.	Are there any horizontal curvature deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	Y	N	N	N
44.	Are there any percent grade deficiencies (<u>Yes</u> , <u>No</u> , or <u>N/A</u>)?	Y	N	N	N

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties):

US 70 in Carteret County

Date: 2/23/2016

45.	Proposed speed limit:						
46.	Other non-speed limit proposed ordinances (if any) - all segments:						
47.	Active and approved ordinance/s on the existing route - list <u>all</u> ordinance numbers for <u>all</u> segments EXCEPT type 22 (route change) ordinances: No Parking - 1006331, 1006332, Rural Speed Zones - 1006535, 1006536, 1006751, No Right Turn on Red - 1006787, STAA National Truck Network - 1059127						
48.	Active and approved ordinance/s on side roads referencing the existing route/s - list <u>all</u> ordinance numbers EXCEPT type 22 (route change) ordinances: SR 1310 Municipal Speed Zones - 1006423, SR 1304 Rural Speed Zones - 1006775, SR 1459 Rural Speed Zone - 1058354, SR 1301 Rural Speed Zones - 1006732, SR 1429 Rural Speed Zones - 1058390						

Segment Worksheet for Route Change Requests

Route change (i.e. US 17 in Craven/Jones counties): US 70 in Carteret County

Date: 2/23/2016

Comments	Enter all additional comments here. Include reasonable access application numbers (from item 32), truck restriction ordinance numbers (from item 33), at-grade railroad crossing numbers (from item 18), bridge numbers (from item 19), and traffic signal numbers (from item 20). Also include a description of any AASHTO deficiencies (identified in items 36 through 44) and their location, length, percent, etc. Also include any known design exceptions (and attach, if available).
49.	<p>Bridge 29 removed with TIP R-3307, Bridge 105 replaced with TIP R-3307</p> <p>Proposed new signals 02-0888, 02-0889; proposed signal upgrade 02-0257</p> <p>Vertical Sight Distance design exception - at apprx. Station 65+35.00, vertical sight distance is 285' (570' standard)</p> <p>Horizontal Curve Design Exception - Curve radius @ station 58+74.47 is 940' (1330' standard)</p> <p>Percent Grade Design Exception - max. grade of 6%/-6% (3% standard) used from station 36+91.00 to station 65+35.00</p>

May 25, 2016 Des Moines, IA
M. Vitale

Special Committee on U. S. Route Numbering
May 24, 2016
Waterloo
Des Moines, Iowa
Meeting Minutes

Call to Order at 5:15 PM by chair Mark McConnell, MS.

In attendance.

- Region 1 – Richard Tetreault, Vermont AOT
- Region 2 – Mark McConnell, Mississippi DOT (Chair)
- Region 3 – Mark Van Port Fleet, Michigan DOT
- Region 4 – Joshua Laipply, Colorado DOT

District of Columbia, Iowa, Arkansas, Adventure Cycling.

Order of the Day: Ballot Number: USRN-16-01 (action-below attachment)

Fifteen states submitted applications. They included 18 U.S. Routes, 5 Interstate Routes, and 5 Bicycle Routes.

28 applications receive
23 approved
3 approved conditionally
2 denied

Discussion – Purpose and Policy on U.S. Bicycle Routes – Ginny Sullivan will send purpose and policy that was adopted in 2009 by the AASHTO Board of Directors.

Under FAQs for planners, the way numbering should be applied is detailed:
<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/faqs-for-planners/>

The purpose and policy statement lives on this page:
<https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/implementation-resources/>

And the direct link is:
<http://www.adventurecycling.org/default/assets/File/USBRs/AASHTOPurposePolicyStatement.pdf>

Adjourn at 6:19 PM

Respectfully submitted by Marty Vitale, Secretary for the Special Committee on U.S. Route Numbering,
May 25, 2016.

May 25, 2016 Des Moines, IA
M. Vitale

State	Route	Description	Decision	Comments
North Carolina	I-36-I-42 Future Establishment	The route begins at existing I-40 in Garner. The route is going generally southeast, through Clayton, Smithfield, Selma, Goldsboro, Kinston, New Bern, and Havelock. The route is travelling along a multi-lane facility with varying levels of access control. The route is generally travelling southeast. The focal points are the Town of Garner, Town of Clayton, Town of Smithfield, Town of Selma, City of Goldsboro, City of Kinston, City of New Bern, City of Havelock and the Town of Morehead City. This route will cover approximately 136.6 miles. The route ends at the international multimodal Port of Morehead City. 8The attached letter from North Carolina addresses all five applications both U.S. and Interstate routes.	4 Affirmative with Condition	NC agreed to change the number to I-42. AASHTO will type in the change on the existing application. FHWA will be notified and then the application is required to be approved by FHWA. Pending FHWA Approval
North Carolina	US 70 Relocation	The route begins at existing US 70 west of Beaufort. The route is going generally north and east, with connectivity through the Town of Beaufort. The route is travelling along a multi-lane partial access controlled facility generally along new alignment. The route is generally travelling north and east, around the north side of Beaufort. The focal point is the Town of Beaufort. This route will cover approximately 3.2 miles. The route ends northeast of Beaufort, at existing US 70.	4 Affirmative	